(b) if so, what is the period for which the employees remained on strike;

(c) what are the reasons for their going on strike;

(d) what is the estimated loss suffered by Government as a result thereof; and

(e) what are the steps taken by Government to redress their grievances and prevent such strikes in future?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS AND THE DEPUIY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI JAI PARKASH); fa) Yes, Sir.

(b) From 3rd November, 1990 to 22nd November, 1990.

(c) Demand of Rs. 100|-'p. m. as End advance to Group 'C and 'D' employees on the pattern of the employees of MTNL.

(d) No assessment has been made about the loss suffered as a result of strike. However the statistics of loss are being worked out by different field Units.

(e) The Government has constituted of a High Level Committee for reorganisation of the Telecom. Department to recommend suitable administrative/operational structure for management of Telecom. services in the country.

Cochin Shipyard Limited

697. DR. BAPU KALDATE:

SHRI M. S. GURUPADASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the losses of Cochin Shipyard Limited, have been steadily mounting and presently stand at Rs. 145 crore and that the shipyard is heading towards large scale retrenchment and there is the possibility of its closure;

(b) if so, what are the main causes of the continuous losses being suffered by the Cochin Shipyard Limited;

(c) what is the number of employees likely to be retrenched as a consequence thereof; and

(d) what measures have been taken or are proposed to be taken by Government to improve the situation and for alternative employment to the affected employees?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANU BHAI KOTADIA); (a) It is true that CSL has incurred losses to the tune of Rs. 145 crores upto 31-3-1990, but there is no proposal for retrenchment of the employees or closure of the Shipyard.

(b) The main reasons for the losses are:

(i) The difference between price of indigenously built ships and the actual cost of production, as the present pricing formula is related to international parity price and not related to the actual cost of production.

(ii) Heavy interest burden on the loan portion of the capital structure of the company and working capital loans from the banks.

(iii) Higher cost of indigenous inputs.

(iv) Longer delivery time due to long lead time required for procurement of indigenous inputs; and

(v) Low productivity.

(c) At present there is no proposal for retrenching any employee.

(d) In order to find a long term solution to the problems of the yard, Government had set up a High Level Committee in 1987. Government had also asked in September, 1986 the Bureau of Industrial Costs and Prices to recommend a suitable pricing formula for vessels built in indigenous public sector Shipyards. Some of the measures recommended by the High Level Committee like vessel-wise detailed planning and scheduling, close monitoring of production targets, streamlining of material procurement, introduction of latest production technology, quality control system, augmentation of shiprepair division etc. have already been introduced by the Cochin Shipyard. They have also made other recommendations like enhancement of subsidy to the Shipyards from the present 30 per cent to 40 per cent, duty free import under OGL to the extent of 50 per cent of the realisable price of

the ship, revision of existing pricing formula for the ships built in Indian Shipyards, restructuring of the capital base of the Shipyard, gradual improvements in norms of productivity and modernisation of the yard.

Loss of mangrove forests in the country's coastline

698. DR. BAPU KALDATE:

SHRI M. S. GURUPADASWAMY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state;

(a) what according to the study, if any, made by Government is the estimated an nual loss of mangrove forests in the coun try's coastline because of over exploitation and reclamation in each of the coastal forests and the islands in the country;

(b) what is the total existing mangrove areas in each of the coastal forests as against the areas which existed at the beginning of the seventh plan period;

(c) what is the overall effect on the environment and ecosystem of these areas as a consequence thereof; and

(d) what strategy has been formulated to conserve the riches of the areas in the country?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI MANEKA GANDHi): (a) No specific study has been made to estimate annual loss of mangrove forests in the country due to over-exploitation and reclamation in each of the coastal forests and islands

(b) State-wise break-up of mangrove areas, according to the 1985—87 satellite imagery data as given in State of Forests Report, 1989, is given in the Statement enclosed. The data on existing mangrove areas through satellite imagery of 1987-89 is not available.

(c) The overall effect of over-exploitation, destruction and degeneration of mangrove areas include destabilisation of shoreline resulting in soil erosion, loss of biological diversity especially endangered species, decrease in aquatic productivity including fish yields etc.

(d) A National Mangrove Committee has been set-up to advise the Government on appropriate policies and action prog rammes for conservation and management of mangroves and to review the progress in implementation etc. The Committee has since identified 15 mangrove areas for conservation and management, out Of which management action plans for 14 areas have been already drawn and financial as sistance to the tune of Rs. 1. 65 crores has been released to the State Governments for this purpose. State-level Steering Com mittees have also been constituted in the concerned State for implementation of the programme. A number of the major mangrove areas are being protected under the system of national parks, and sanctua ries such as in the SunderbanS, Andaman and Nicobar Islands, Gulf of Kutch, Point Calimere, Bhitarkanika and Coringa which are receiving financial assistance from the Central Government for their protection and management and it is proposed to extend conservation to more mangrove areas in the future.

Statement

State-wise break-up of mangrove areas (1989)

	Andhra Pradesh.	Area (in sq. *km. j*
1.		405
2.	Gia	3
3.	G'ljarat..	412
4.	Maharashtra. . . .	114
5.	Orissa.	192
6.	Tam'l Nadu. . . .	47
7.	West Bengal. . . .	2109
8.	Andaman & Nicobar Islands	973
	TOTAL:	4255